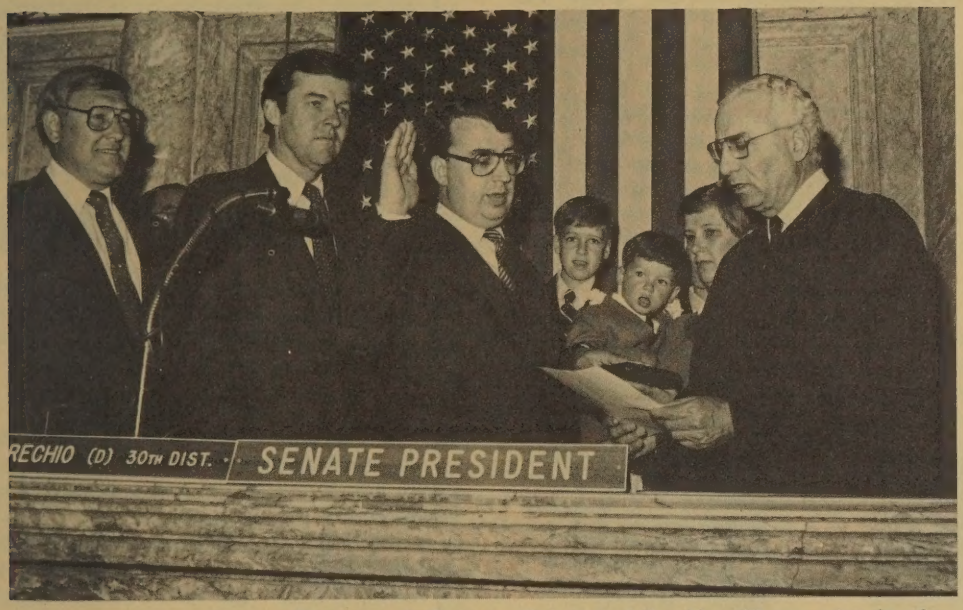
MOBILITY

A NEWSLETTER FROM THE NEW JERSEY DEPARTMENT OF TRANSPORTATION

THOMAS H. KEAN, Governor | JUNE 1982 | JOHN P. SHERIDAN, Jr., Commissioner



Superior Court Judge Theodore I. Batter officiated at the May 19 swearing in of Commissioner John P. Sheridan, Jr. Looking on were John W. Markhert (Bergen), a member of the State Assembly's Transportation and Communications Committee; Governor Thomas H. Kean; two of Sheridan's four sons and his wife, Joyce; and Walter Rand, chairman of the State Senate's Transportation and Communications Committee.

Kean names Sheridan

John P. Sheridan, Jr., was officially sworn in as Transportation Commissioner by Governor Thomas H. Kean on May 19 in ceremonies in the State Senate.

Sheridan, a native of Bloomfield, holds a law degree from Rutgers University (1967) and a bachelor's degree from St. Peter's College (1964) in Jersey City.

The new Commissioner served in the Army from 1968 until 1970 when he joined state government as a Deputy Attorney General. He has served in a variety of positions since that time, having worked in the Counsel's Office under Governor Cahill and as Counsel to former DOT Commissioner John Kohl.

In 1981 Sheridan served as co-counsel to the State Apportionment Commission, as Chairman of the Kean Transition Committee DOT Task Force and as head of the transportation task force

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Stable funding: a foundation for N.J.'s economy

Governor Thomas H. Kean has taken a major step to improve the state's heavily-used and deteriorating transportation network which has long been beset by the three-fold problem of steadily mounting maintenance backlogs, escalating costs and the reduced buying power of available dollars.

Kean proposed that the State Legislature amend the New Jersey Constitution to earmark certain state revenues from motor fuels to provide a minimum funding base for transportation. If the Legislature agrees with Kean, the amendment will come before voters on the November ballot.

Commissioner John P. Sheridan, Jr., said he views stable transportation funding as critical to the state's economic rehabilitation and deserving of support of all concerned citizens. "A more than $42 billion state transportation network has been allowed to deteriorate to a point where routine maintenance is no longer adequate," Sheridan said. "To let this investment continue to deteriorate just doesn't make any sense. If we continue to ignore New Jersey's transportation system, it will mean the downfall of the entire state economy."

But Commissioner Sheridan cautioned that, while the Kean plan will ensure that the state's transportation system can continue to move people and goods, it does not provide enough to cure all of the accumulated ills. "We will still be forced to make hard decisions," Sheridan said, "but the stable funding base can help to assure that improvements planned will be improvements accomplished."

This marks a return to "dedicated" funding for transportation which New Jersey had until 1948 when the Legislature changed to appropriating all state needs from a general fund. Today the Garden State is one of only seven states which still do not dedicate any state revenue to transportation. In addition, New Jersey spends less from the revenue from transportation users, such as fuel taxes, license and registration fees, than any other state in the nation.

The proposed legislation would do two things to the cost of motor fuel in the state:

1. Take 5/8s of the current excise tax on motor fuels and dedicate it to transportation, leaving 3/8s to return to the general state fund. Some or all of the remaining 3/8s may be appropriated for transportation in future years. This redistribution of revenue will not affect the price.

2. Add the equivalent of the state sales tax to the wholesale price of motor fuel and return all of this to transportation. This will increase the price to the consumer.

If the legislature approves this plan for fiscal year 1983 (July 1, 1982—June 30, 1983)—the decision is expected in late June—the revenues, when combined with the emergency transportation tax already in place, will bring an estimated $429 million to the Transportation Improvement Fund, thus providing an additional $118 million over the fiscal year 1982 transportation budget. The additional $118 million includes:

—$48 million for State Aid, a new program to assist local government

—$19.4 million for capital improvements, including $13 million to match federal interstate funds

—$12.3 million for maintenance, an increase of 25% which will keep existing standards of service

—$8 million debt service

Continued on page 4

New faces in the Department

Commissioner John P. Sheridan, Jr., has announced the appointment of several top aides: Michael Barrett, Assistant Commissioner for Management; Arlene Butler Feldman, Director of Aeronautics and John Hoschek, Director of Special Projects.

Barrett

As Assistant Commissioner for Management, Barrett will be responsible for capital programming, financial management including development of the Department's budget, construction and maintenance, and employee and support services.

Barrett was an engineer in DOT from 1958 to 1973 in the then Bureaus of Design and Construction and Construction Practices and District Superintendent of maintenance and equipment for Mercer, Monmouth, Middlesex, Ocean and Burlington Counties.

Barrett returns to DOT from T & M Associates, an engineering consultant firm in Middletown where he headed the Department of Municipal Engineering and Field Services. He served as Monmouth County Engineer from 1973 until he joined T & M in 1976. In 1978 he received the Alliance for Action's Recognition Award for outstanding service as Chairman of the Task Force Committee to Restore State Aid for Roads and Bridges to Counties and Municipalities.

A licensed professional engineer and surveyor who holds a bachelor of science degree in Civil Engineering from Rutgers University, Barrett lives in Aberdeen with his wife and four children.

Michael Barrett

Arlene Feldman

John Hoschek

Feldman

As Director of Aeronautics, Feldman, a Cherry Hill lawyer, will head the Division responsible for a wide variety of programs, including licensing of aeronautical facilities, aircraft registration and accident prevention and investigation. The Division is also the primary liaison between the Federal Aviation Administration (FAA) and nearly 600 public and private air facilities ranging in size from Newark International to small, privately-owned landing strips.

Feldman currently works with the FAA as an accident prevention counselor at the General Aviation District Office at North Philadelphia Airport, where she assists with FAA flight safety seminars and offers individual counseling on aviation safety.

The new state Aeronautics Director has also served as a consultant in aviation law to members of the legal profession and to aviation groups, such as the Professional Women Controllers and Ninety-Nines, an international organization of licensed women pilots of which she is a member.

She has authored numerous technical pieces for various trade journals and has lectured on aerospace education, aviation law and aviation safety. She has participated in the All-Women Transcontinental Air Race (Powder Puff Derby) and was the recipient of the Amelia Earhart Medal for contributions to aviation in Eastern Pennsylvania. The first honorary member of the Professional Women Controllers, Inc., the new Director is also an active member of the Lawyer-Pilots Bar Association and the Women's Transportation Seminar.

A 1978 graduate of Temple University Law School, Feldman holds a bachelor of arts in political science from the university of Colorado (1975). She is married and has two children.

Hoschek

Hoschek, former Coordinator of Public Transportation and Chairman of the Board of Transportation for Gloucester County, will be responsible for special projects assigned by the Commissioner.

As Gloucester County's Transportation Coordinator, he served as Chairman of the County Transportation Association of New Jersey (CTANJ) and as CTANJ Vice-Chairman for the Southern Region. He was also president of the Motor Bus Society, a national organization composed of representatives of the

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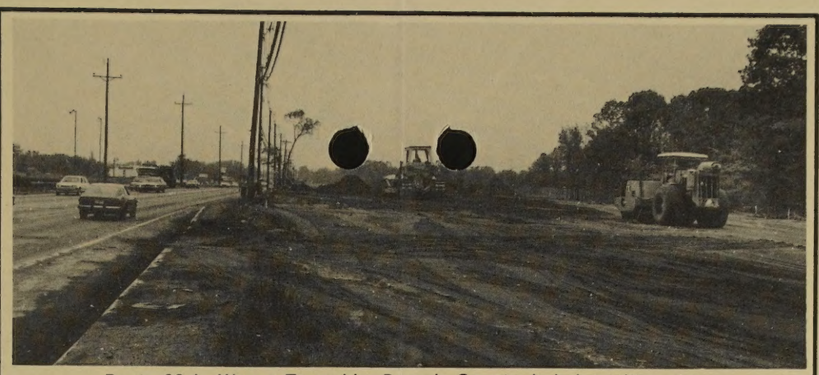
June 1982 Vol. 4, No. 1



Route 23 in Wayne Township, Passaic County, is being widened to four lanes on a 1.1 mile stretch from Route 46 north.

Major projects announced

The Department has announced major highway and bridge construction projects to be advertised for bids during the second half of 1982. They are:

NORTHEAST

Three contracts are for the excavating and grading of I-78 in Union County, one to be advertised in July and two in August and September.

Bids will also be received in September for replacement of the Route 1 & 9 bridge over Morses Creek between Stiles Street and Wood Avenue in Linden, Union County.

Safety improvements planned on I-95 from the Route 46 Interchange to Fletcher Avenue in Fort Lee, Bergen County, will be advertised in August or September.

NORTHWEST

A 20-mile safety improvement project on I-287 from north of the Passaic River in Bernards Township to the Somerset-Middlesex County Line in Franklin Township, Somerset County, is scheduled to start this summer.

Safety improvements along Route 10 in Parsippany-Troy Hills and Denville Township, Morris County, also will begin this summer. The project extends two miles from Franklin Road to east of Power Mill Road.

Roadway pavement replacement and resurfacing is scheduled to begin this summer on two miles of Route 24 from South Park Place to I-287 in Morristown, Morris County, and on Route 202 from Doughty Street to Speedwell Avenue in Morristown.

Bids will be received in September for a 1.1 mile project on Route 23 that extends from south of Packanack Lake Road to south of the Ratzer Road Circle, Wayne Township, Passaic County. Work on this project includes resurfacing, and installation of signs, barrier curbing and jughandles.

In Morristown, Morris County, pavement will be completely replaced on one-mile stretches of both Routes 202 and 24. An information center on the project will be held this summer with bids tentatively scheduled for August.

CENTRAL

Safety improvements are planned on the entire length of Interstate Route 287 in Somerset County. Improvements on this 20-mile project include installation of guide rail, shoulder resurfacing and removal of roadside obstacles. This project will be advertised in August.

Bids will be received in October for replacement of the Route 1 & 9 Inman Avenue bridge over Conrail tracks in Woodbridge, Middlesex County.

In August, the DOT will receive bids on the dualization project in progress on Route 9 in Howell Township, Monmouth County. The area covered by this project runs from West Farms Road to Georgia Tavern Road.

SOUTH

Four major highway projects in southern New Jersey will be advertised including the first contract for construction of the Route 55 Freeway in Gloucester County.

Bids will be received in December for grading, paving, drainage items and bridge work on proposed Route 55 from North Cooper Street to the Route 42 Freeway in Deptford Township. Construction on this 1.8 mile project is scheduled to begin in Spring 1983.

Bids to replace the Route 88 Bridge over the Inland Waterway in Point Pleasant, Ocean County, will be received in August. A contract to construct roadway approaches will go to bid in Spring 1984.

A 8.5 mile resurfacing project on Route 49 in Salem County will be advertised for bids in August from Quinto to Shiloh which also includes installation of guide rail.

A contract for improvements on Route 41 and Route 154 in Cherry Hill, Camden County and Maple Shade, Burlington County, a total of 2.8 miles, will go to bid in July.

Work progresses on interstates

One of the Department's goals in the 1980s is to close five critical gaps in the interstate system.

Approximately 342.3 miles of interstate highways in New Jersey are open to traffic. Six projects totalling 65 miles are still in a preliminary stage of development due to environmental problems and community concerns.

Five critical gaps involve the construction of almost 40 miles of new roadway, at a cost of about $900 million at today's prices. These projects include: I-78 in Union and Warren Counties; I-195/295 in Mercer and Burlington Counties; I-295 in Gloucester County; and I-287 in Morris, Passaic and Bergen Counties. Of these five projects, I-78 in Union County, I-195/295 and I-287 are considered highest priority.

• **I-78** in Union County will stretch from Plainfield Avenue in Watchung to Route 24 in Springfield. This will relieve traffic congestion on local roads especially Route 22. The first construction contract is expected to be advertised next month with work to begin in the fall.

• **I-195/295** (Trenton Complex) in Mercer and Burlington Counties provides for the connecting of the existing I-195 and 295 between Hamilton Township and Bordentown. The construction of a section between Kuser Road and Arena Drive is anticipated in the fall, with other sections to follow in 1984 through 1986.

• **I-287** in Morris, Passaic and Bergen Counties. This controversial 20.5 mile section of interstate extends from the present terminus of I-287 in Montville, to the New York Thruway in Rockland County, NY.

The final Environmental Impact Statement (EIS) will probably be submitted to the FHWA for approval by press time. If so, this project will be ready for construction in late 1985 or early 1986 assuming that FHWA approves the EIS during the summer of 1982.

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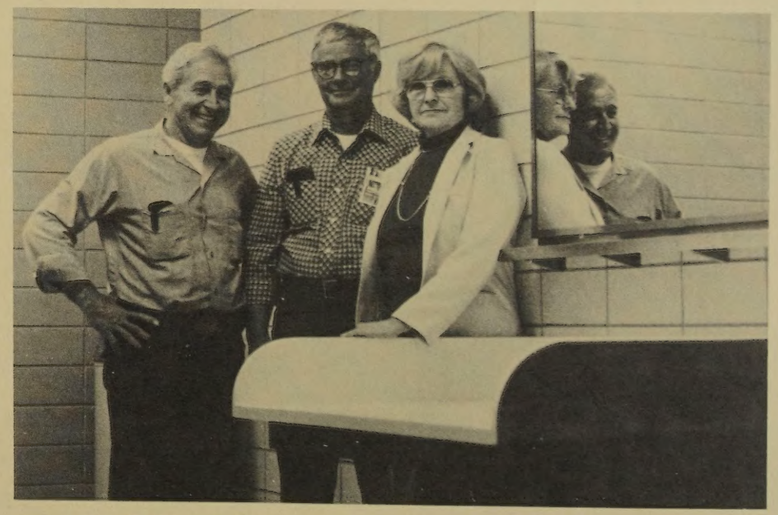
The state's application to the Federal Highway Administration (FHWA) to withdraw I-95/695 in Mercer and Somerset counties from the interstate system and use the funds for other highway and mass transit improvements was refused by FHWA and UMTA on March 29. The state is now reviewing the available options.



NJDOT aids mothers and babies

Jean Shive, of Peapack, a Green Thumb employee who works at the I-287 Harding Rest Area information desk inspects the baby changer constructed last month out of available materials by an NJDOT carpenter. The grandmother of nine noticed that mothers travelling with small infants had no surface to change their diapers and called it to the attention of the Department's regional engineer who arranged for this convenience for the youngest users of state roads.

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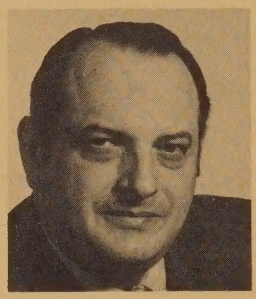

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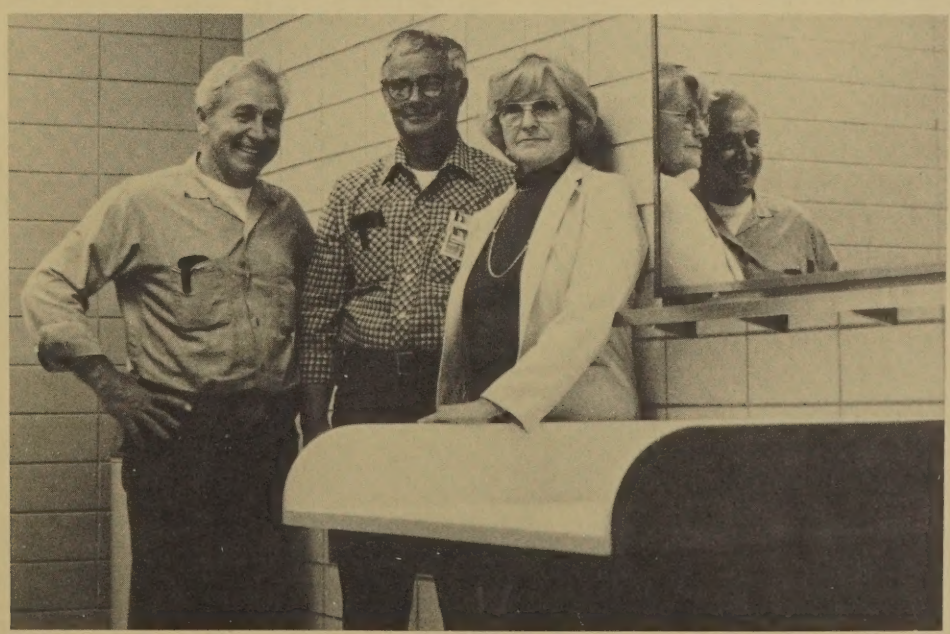

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Computers used to move traffic

The signals at the corner of Main and Market Streets in Paterson will be linked to the new computer.

The traffic moves effortlessly through the city; traffic jams are corrected before becoming serious, and emergency vehicles speed along, their paths cleared by computer. Sound like a page out of science fiction? Not in New Jersey.

The Department of Transportation plans to install computer traffic control systems in the city of Paterson and the Somerville and Cherry Hill traffic circles. The computers will monitor the volume of traffic, using detectors buried in the roadway, and adjust the timing of traffic signals accordingly.

In Paterson, a $1 million demonstration project funded by the Federal Highway Administration will link all the city's traffic signals using cable TV lines. The computer control will be housed in the city-owned cable TV station and cable revenues will be used to maintain the system once it is completed. While the installation of the initial roadway equipment will take about a year, citywide modernization of the entire system will take five years and at a cost of almost $15 million.

A central computer in Trenton will monitor the operation of the Somerville and Ellisberg traffic circles using leased telephone lines and funded by about $1 million from the 1979 Bond Issue and allocations. The Ellisberg Circle in Cherry Hill already has microprocessor equipment which will be both updated and replaced; work on the Somerville Circle is scheduled to begin this fall. The central computer in Trenton will have the capacity to monitor these and 14 other traffic circles throughout the state when further funding is available.

The control systems have been designated with built-in safeguards. Should the computer fail or the communications link be broken, the traffic signals will continue to operate on their own predetermined timings.

New faces in the Department

From Page 2

bus industry.

Hoschek has also worked as Executive Director of the Bergen County Board of Transportation (1976-77), Transportation Director for Rockland County (NY), Chief of the Bureaus of Bus Transportation and Rail Operations at NJDOT and General Manager of Penn Valley (PA) Transit.

Throughout his career, Hoschek has served as a special advisor to transportation consultant firms and transit systems in New York and Pennsylvania. He has worked with NJDOT's task force on reduced fares for the elderly and been a member of the American Public Transit Association's Committees on Small Operations and Elderly and Handicapped Transportation.

In 1972, Hoschek was named Morris County Commuters' Man of the Year. Most recently, he acted as co-chairman of Governor Kean's Transition Task Force for the Department of Transportation.

Hoschek holds a bachelor's degree in Business and Public Administration from Temple University. A Trenton resident, Hoschek is married and has four children.

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Permit No. 125

Stable funding

From Page 1

—$1.6 million general administration

New Jersey voters will be able to choose to make dedicated funding for transportation a permanent process by approving an amendment to the state constitution which, if the Legislature agrees this summer, will appear on their ballots this November.

Sheridan

From Page 1

for the Kean for Governor campaign.

Sheridan has been associated with the Princeton Law firm of McCarthy and Hicks, formerly Cahill, McCarthy and Hicks, since 1974 and a partner since 1978. He was recently named to the Board of Trustees of the Carrier Foundation in Montgomery Township. Sheridan resides in Montgomery Township with his wife, Joyce, and their four sons.

TRANS ACTION
SIXTH ANNUAL NEW JERSEY TRANSPORTATION CONFERENCE
October 3,4&5,1982
Molly Pitcher Inn, Red Bank, New Jersey